# **BookletChart**

# Tampa Bay Entrance

(NOAA Chart 11415)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

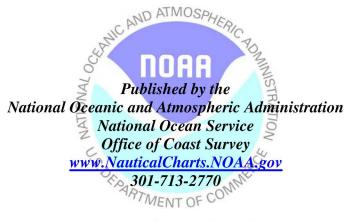
- ☑ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ☑ Convenient size
- ☑ Up to date with all Notices to Mariners

NOAA

Home Edition (not for sale)

- ☑ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.





#### **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

#### What is a BookletChart<sup>™</sup>?

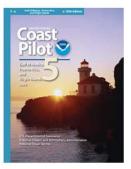
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <a href="http://www.NauticalCharts.NOAA.gov">http://www.NauticalCharts.NOAA.gov</a>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

#### **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 5 excerpts]
(88) Fort DeSoto Park. The park has picnic areas, restrooms, bathhouses, surfaced launching ramps, and parking areas.
(89) Manatee River affords good storm

(89) **Manatee River** affords good storanchorage for small boats.

(90) In Manatee River, a channel leads from the entrance to **Rye**. The depths were 6½ feet to Daybeacon 31 near Rocky Bluff, then 4 feet to the highway (I-75) bridge. Snags and debris obstruct the river above Rocky Bluff. A light marks the entrance, and the channel is

marked by lighted ranges, lights, and daybeacons as far as Ellenton. (92) **Bradenton** has a municipal pier close W of the Route 41 bridge with numerous berths for small craft inside the pier head. Depths of 10 feet were in the approach channel with 8 feet alongside the berths. Water and electricity are available.

- (94) **DeSoto National Memorial**. A marina and boatyard are in a basin protected by an L-shaped concrete pier 0.5 mile W of the point. Berths, electricity, water, ice, and marine supplies are available.
- (96) **Snead Island. McKay Point**. Gasoline, diesel fuel, water, marine supplies, and some berths with electricity are available. There was 8 feet in the approach channel and basin.
- (98) A depth of 3 feet was available in the cut N into **Terra Ceia Bay**. Gasoline is available at several facilities along the cutoff. A highway bridge over the cutoff has a clearance of 13 feet.
- (99) A marina is in the lagoon E of the cutoff. The entrance channel had a depth of 4 feet. Engine repairs open or covered storage, water, open and covered berths with electricity, and marine supplies are available.
- (100) **Palmetto.** A marina at the Palmetto pier provides gasoline, diesel fuel, electricity, water, ice, marine supplies, and provisions. A restaurant is on the end of the pier. The marina monitors VHF-FM channel 16. The entrance channel to the marina, marked by private daybeacons, had a depth of 8 feet.
- (101) There is a marina in a basin at **Rocky Bluff**. A depth of 2½ feet could be carried to the facility. Gasoline, berths, a launching ramp, provisions, and water are available.
- (104) **Terra Ceia Bay** may be entered from Manatee River through the cutoff between Snead Island and the mainland. There was a channel depth of 3 feet.
- (105) The other entrance to Terra Ceia Bay is the channel between **Snead Island** and **Rattlesnake Key.** The channel is marked by a light at the entrance and by daybeacons and has a depth of 4 feet. Local knowledge is advised. The Sunshine Skyway crosses the bay with a clearance of 10 feet.
- (236) **St. Petersburg** has hospitals. Gasoline, diesel fuel, water, ice, provisions, and marine supplies are available in quantity. Boats can be chartered and guides engaged
- (238) A channel extends N for 5.5 miles from deep water in lower Tampa Bay to an entrance channel leading to basins at the **Port of St. Petersburg** and **Bayboro Harbor**. The depth was 18.7 feet (20.0 feet at midchannel) in the two channels leading N to the entrance, thence 19.0 feet in the entrance channel to the Port of St. Petersburg with 22.4 feet in the basin except for shoaling to 17.0 feet along the E side, thence 15.0 feet to the basin at Bayboro Harbor with 10.8 to 12.0 feet available in the basin.
- (239) A draft of 19 feet can be taken to the Port of St. Petersburg by following the main ship channel in Tampa Bay through the W reach leading to Port Tampa. The channels are marked by lights, a lighted range, a daybeacon, and lighted and unlighted buoys.
- (244) The **Port of St. Petersburg** Wharf provides 1,500 feet of berthing space with 22 feet alongside and a deck height of 8 feet. Fresh water, electrical shore power connections, and telephone service are available.
- **St. Petersburg Coast Guard Station** is at the outer end of the basin. (246) **Salt Creek**. Controlling depths are 8 feet to the first bend, thence 5 feet to E of the first bridge. A marina near the head of navigation with electricity and water are available.
- (247) Northward along the St. Petersburg waterfront are the Municipal Pier and three yacht basins. North Yacht Basin and Central Yacht Basin are enclosed and provide protection for vessels up to 125 feet. Depths of 10 feet are in North, Central, and South Yacht Basins. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps, and open and covered berthage are available at the St. Petersburg Municipal Marina and the yacht club in Central Basin. A marina manager is at the Municipal Marina; telephone, 727-893-7329, or via VHF-FM channel 16 or 68. (248) Lights mark the ends of the moles on either side of the entrance to the Central Yacht Basin. A submerged obstruction S of the entrance channel is marked by a light. Numerous slips are on the N and W sides of the basin, and a public landing is on the W side.
- (262) Tierra Verde. A marina at the N end has transient berths, provisions, and other services.

## **Table of Selected Chart Notes**

## Corrected through NM Aug 5/06 Corrected through LNM Aug 1/06

#### HEIGHTS Heights in feet above Mean High Water.

NOTE D Sections of this submarine pipeline are known to be exposed.

#### CAUTION

SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

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Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and sub-marine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme with the submarine should use extreme the submarine should use the submarine should use the submarine should be submarine should use the submarine should be submarine should use the submarine should use the submarine should be submarine should use the submarine should use the submarine should be submarine should use the submarine should use the submarine should use the submarine should be submarine should use the submarine should use the submarine should use should be submarine should use the submarine should use should use the submarine should use the submarine shoul caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

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#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### For Symbols and Abbreviations see Chart No. 1

Improved channels shown by broken lines are subject to shoaling, particularly at the edges

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.110" northward and 0.639" eastward to acree with bis chart. to agree with this chart.

#### ACKNOWLEDGMENT

Ine National Ocean Service acknowledges the exceptional cooperation received from members of the St. Petersburg Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Pines INTRACOASTAL WATERWAY Project Depth

9 feet Caloosahatchee River, Fla. to Anclote River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice

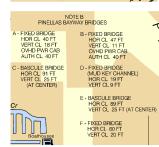
Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in San Carlos Boy, Florido.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

(based on NAD 1927)

The Florida State Plane Coordinate Grid (West Zone) is indicated on this chart at 20,000 foot intervals, thus: -+The last three digits are omitted.



#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high clausings.

Tampa, FL Sarasota, FL Tampa, FL KHB-32 Sarasota, FL WWG-59 Largo Marine, FL KEC-38 162.40 MHz 162.450 MHz

#### CAUTION

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-intelligence Agency Publication 117.

Radio direction-finder bearings to commercial

broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) o(Approximate location)



#### MANATEE RIVER

The controlling depths through dredged channels were: 8 feet from entrance to McNeil Point (MID 50 FT) 4 feet to Rocky Bluff (MID 50 FT)

4 feet to Rocky Diuli (IIII) 2 1/2 foot to Rye (Centerline) Dec 1994

#### NOTE A

NOTE:
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 5. Additions or revisions to Chapter 2 are pub-lished in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville,

Refer to charted regulation section numbers. 58

Additional information can be obtained at nauticalcharts.noaa.gov.

#### CAUTION

#### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored

considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

nearest United States Coast Guard unit.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ————

WAHNING

The prudent mariner will not rely solely on any single aid to navigation particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### CAUTION

CAULIUM

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LIMM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

#### NOTE X

NOTE X

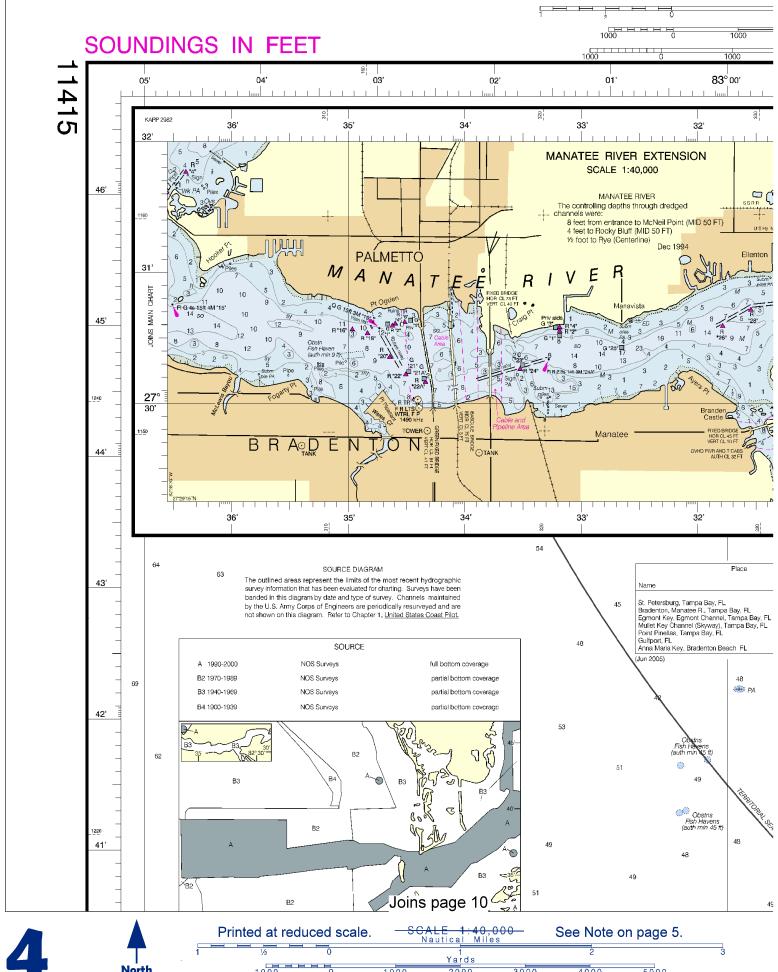
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Guif coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification. to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 2091-3282.

#### PRINT-ON-DEMAND CHARTS

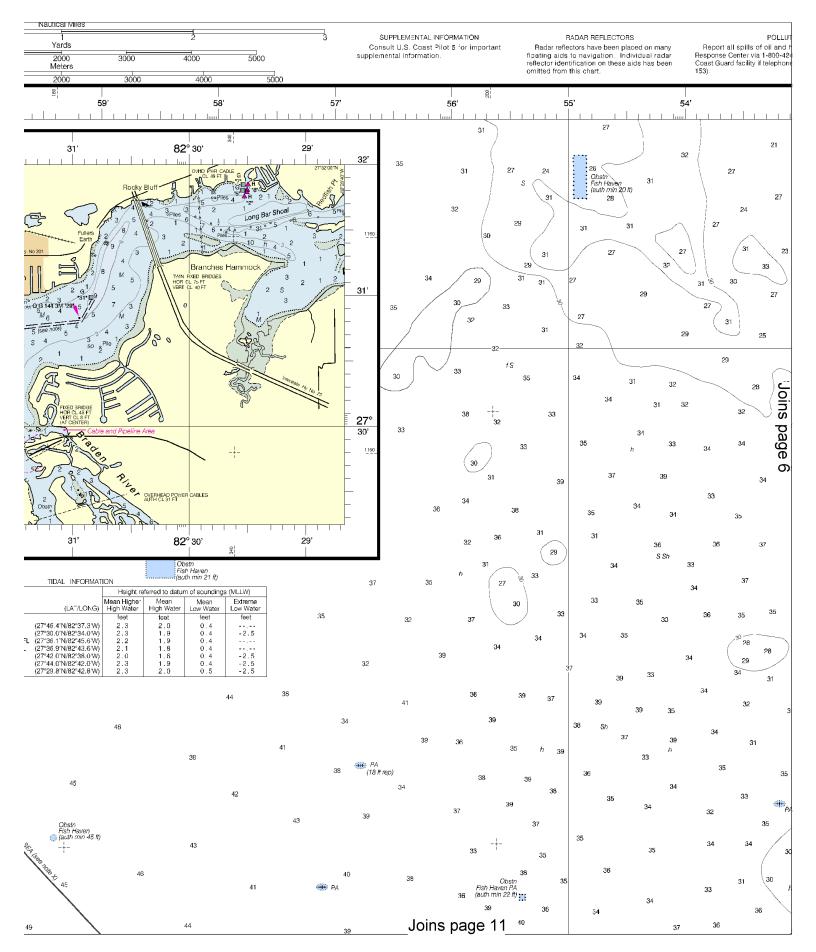
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners And of the control of

TABULATED FROM	SURVEYS	BAY ENTRA BY THE CO AND SURV	ORPS OF	ENGINEER	THS S - REPORT OF SEP 2	005		
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
EGMONT CHANNEL	23.9	43.7	45.1	39.6	8-05	700-1000	3.9	45
MULLET KEY CHANNEL	40.1	43.2	42.2	38.7	8-05	600-900	2.9	43
CUT A CHANNEL	38.8	43.0	42.9	41.9	5-06	500-700	2.7	43
CUT B CHANNEL	42.1	41.8	42.1	42.0	5-06;4-07	500-700	3.4	43





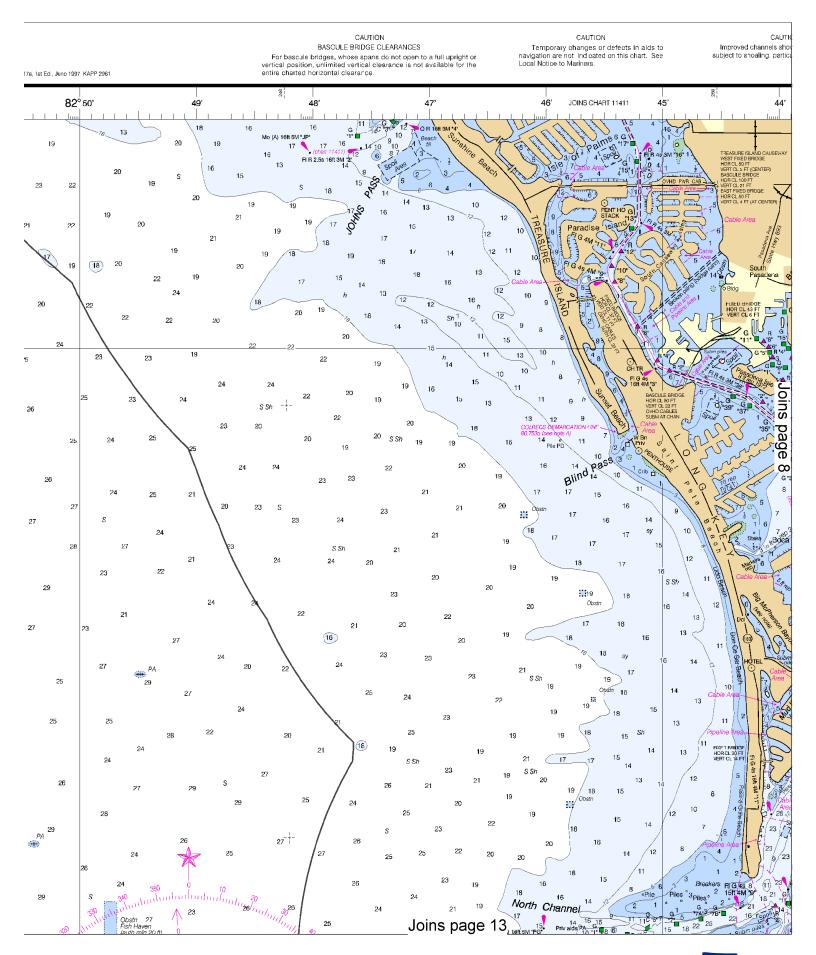




This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

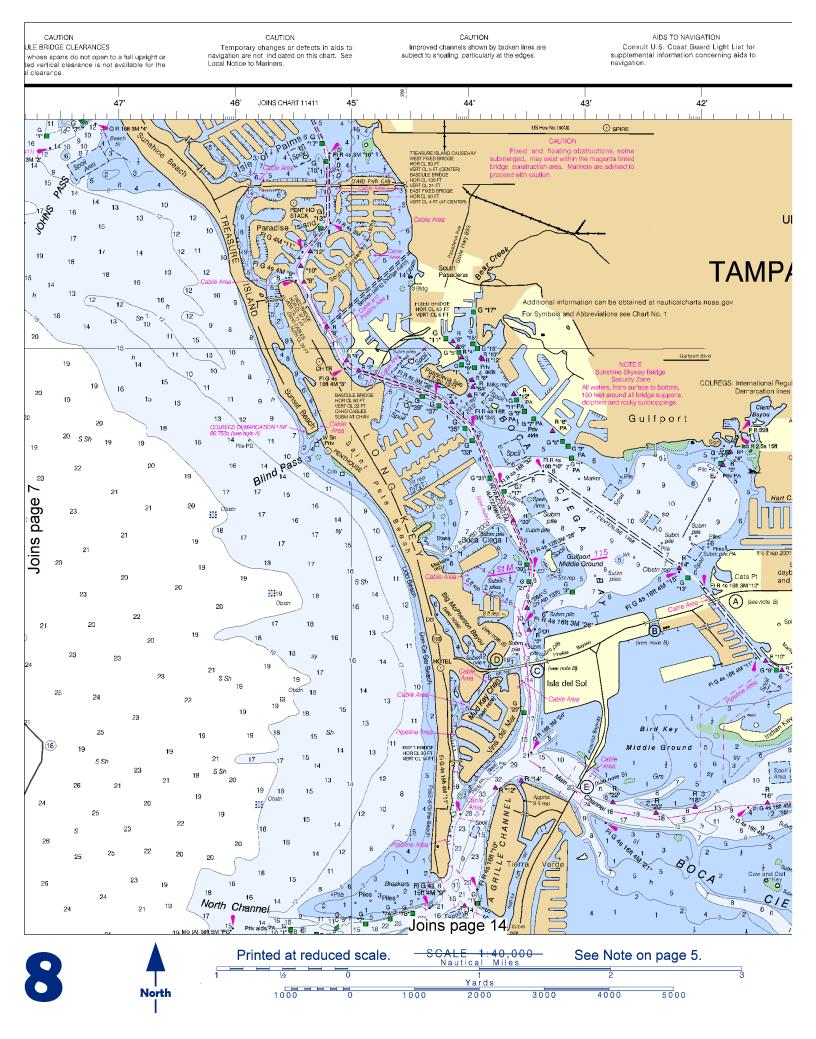
SUPPLEMENTAL INFORMATION RADAR REFLECTORS POLLUTION REPORTS Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153). Consult U.S. Coast Pilot 5 for important Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart. supplemental information. Formerly C&GS 11417a 52' CONTINUED ON CHART 11412 51' 54' 56' 55' 53' Obstri Fish Haven (euth min 20 ft) 28 32' 31' Obstn Fish Haven (auth min 20 ft) 27° 30' Joins page ##: PA (18 ft rep) Obstr Fish Haven PA (auth min 22 ft) Obstn Fish Haven (auth min 20 ft) <sup>₃</sup>Joins page 12 











WARNING AUTHORITIES Hydrography and topography by the National Ocean Service, Coast Survey, with additiona data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard. The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast 41' 40' 39 38' JOINS CHART 11416 36 SSt HOTEL CUPOLA (\*) 14 12 MICRO TR () TWIN TRS ⊙° 15 Domo o 46' JNITED STATES - GULF COAST 14 DOME 15 **FLORIDA** 15 A BAY ENTRANCE Mercator Projection **PETERSBURG** (12) Scale 1:40,000 at Lat 27° 37' 14 S Sh13 North American Datum of 1983 13 (12) Spoil (World Geodetic System 1984) PLANE COORDINATE GRID 16 13 12 14 (based on NAD 1927) 45' SOUNDINGS IN FEET 10 The Florida State Plane Coordinate Grid AT MEAN LOWER LOW WATER 10 15 15 (West Zone) is indicated on this chart at 20,000 18 12 10 foot intervals, thus: gulations for Preventing Collisions at Sea, 1972. The last three digits are omitted. 13 es are shown thus: FIR 2.5s 16ft 3M "12" 1240 OVHD PWR CAI AUTH CL 23 FT NOTE B PINELLAS BAYWAY BRIDGES 15 16 0 113 18 B - FIXED BRIDGE HOR CL 47 FT VERT CL 11 FT OVHD PWR CAB AUTH CL 40 FT A - FIXED BRIDGE HOR CL 40 FT VERT CL 18 FT OVHD PWR GAB AUTH CL 40 FT Obstri 10 S M Sh Boulder Lake Maggiore 2 15 Big Bayou D - FIXED BRIDGE (MUD KEY CHANNEL) HOR CL 19 FT VERT CL 9 FT 18 44' 19 14 Coquina Key 10 E - BASCULE BRIDGE HOR CL 89 FT VERT CL 25 FT (AT CENTER) SSh FIR 4s 16ft 3M "10" 15 22 16 F - FIXED BRIDGE HOR CL 80 FT VERT CL 20 FT 9 25 S SSh 24 Lakewood Estates 24 12 Submerged piling of the former private ybeacons may exist in Big McPherson Bayou d Mud Key Channels. 16 Little Bayou 23 24 HEIGHTS  $\alpha$ 23 Heights in feet above Mean High Water. 43' 21 HORIZONTAL DATUM 26 THO IZONIAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.1.10° rooftward and 0.639° eastward to agree with this chart. 15 Wk 19 15 11 14 F/R 4s 16ft 3M "6"14 FI G 16ft 4 "5" 42 13 S.Sh Óbstn 15 Spoil Area 16 /10/ sy 42' 13 (12 16 12 16 St 16 13 🔨 15 1220 11 14

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Area 20

3 Wk 14 Spoil

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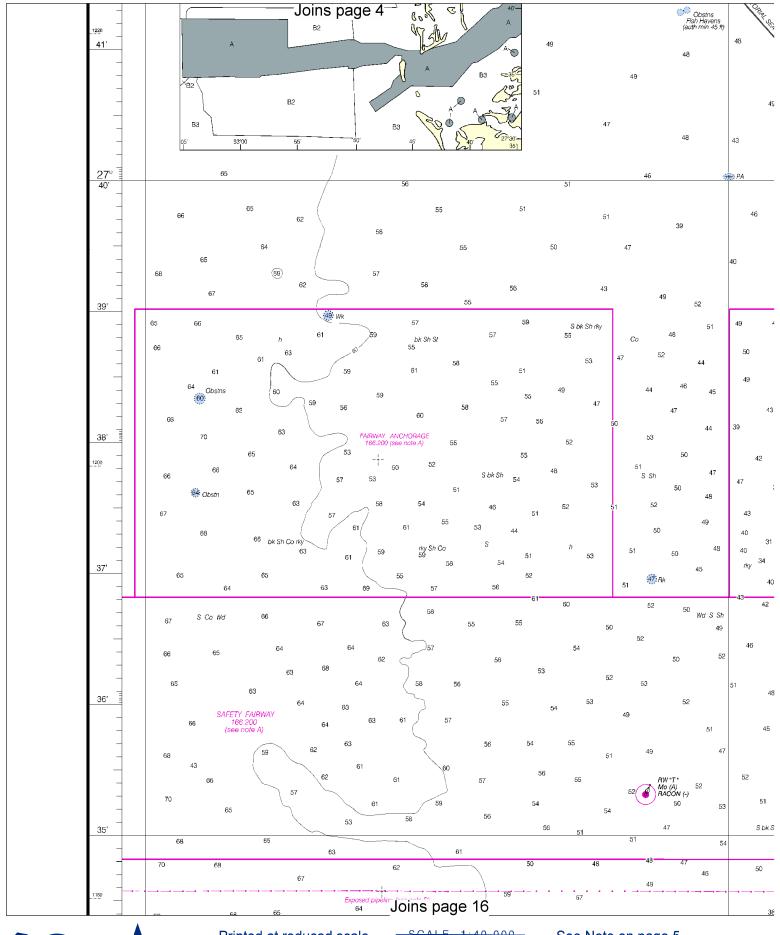
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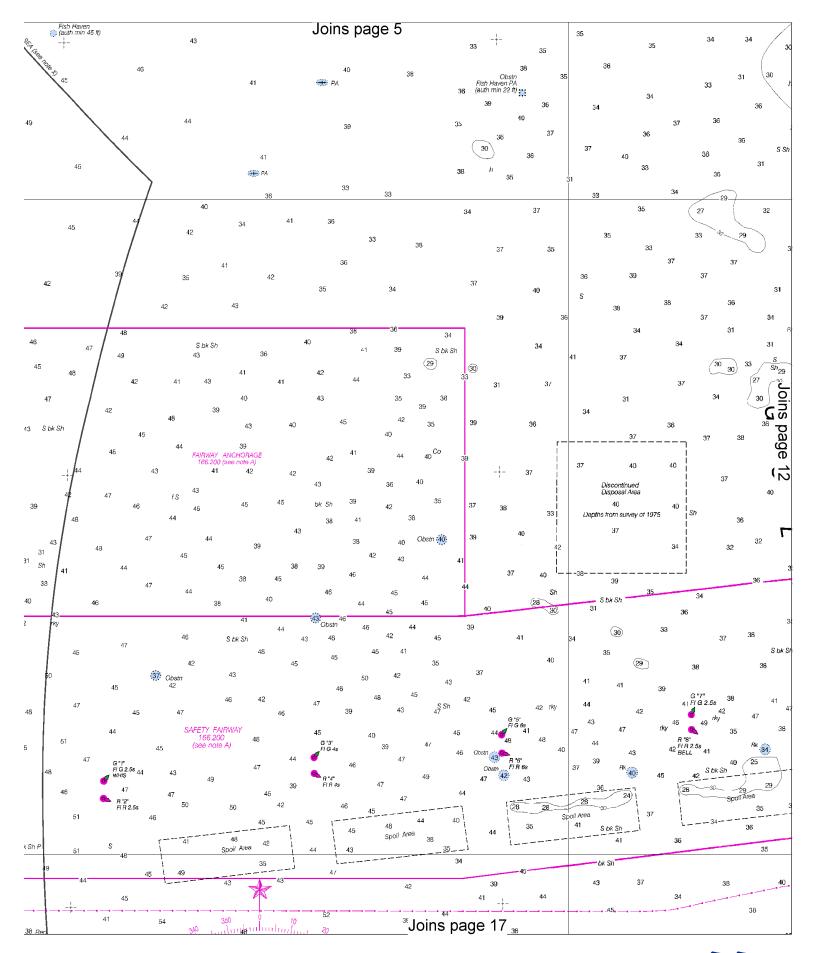
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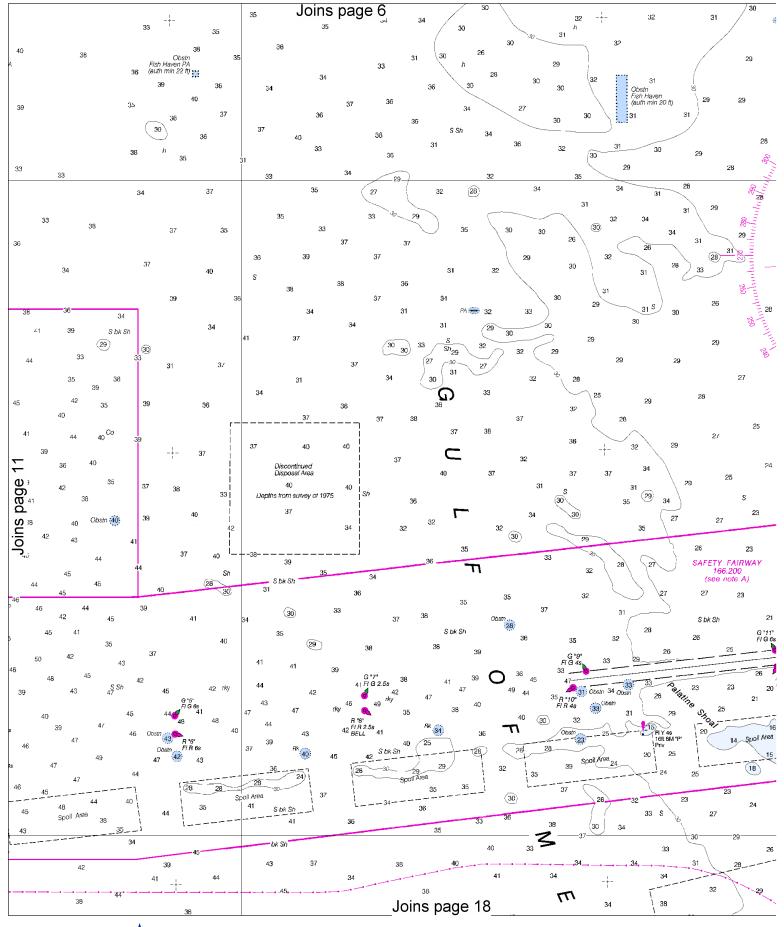
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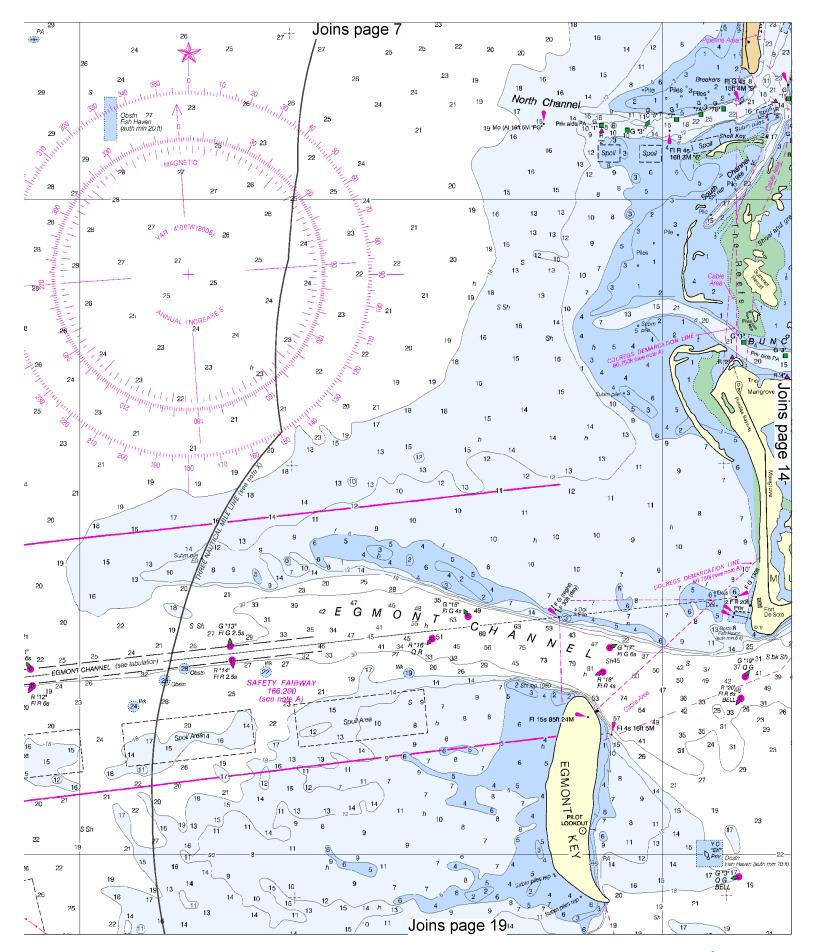


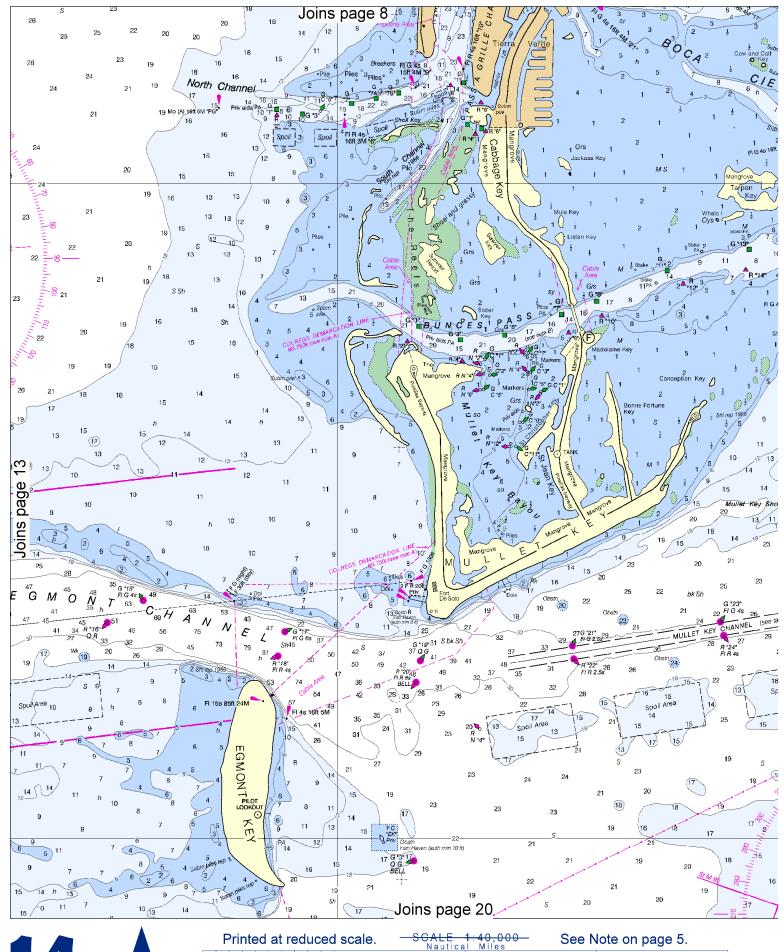




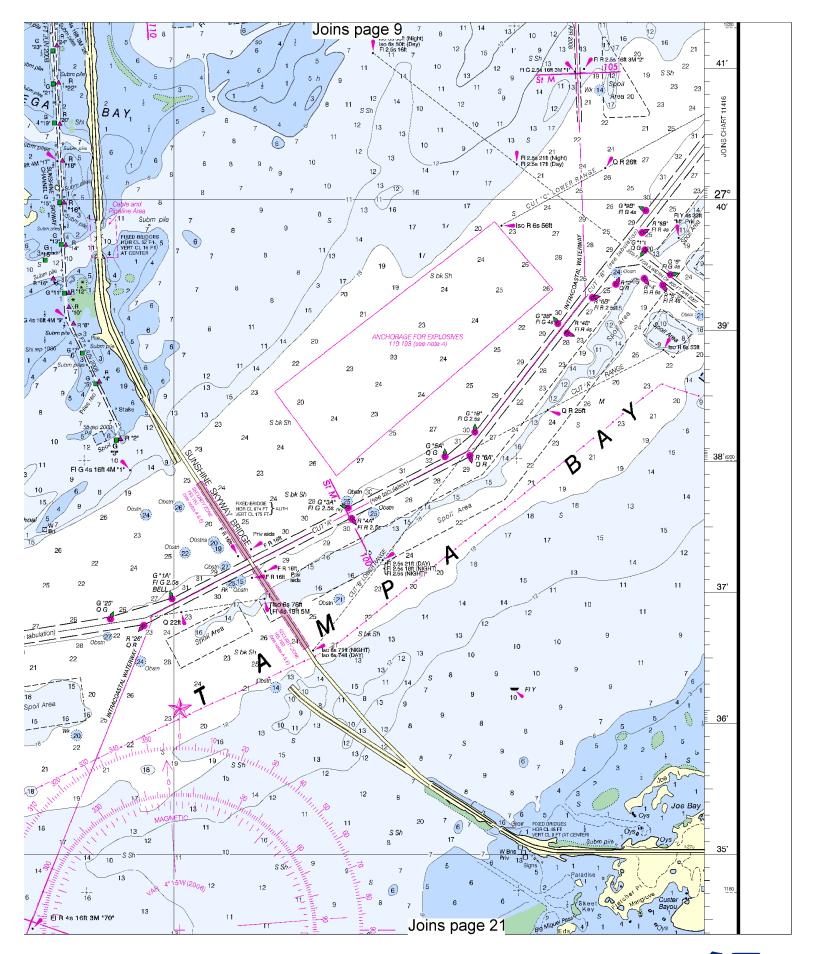


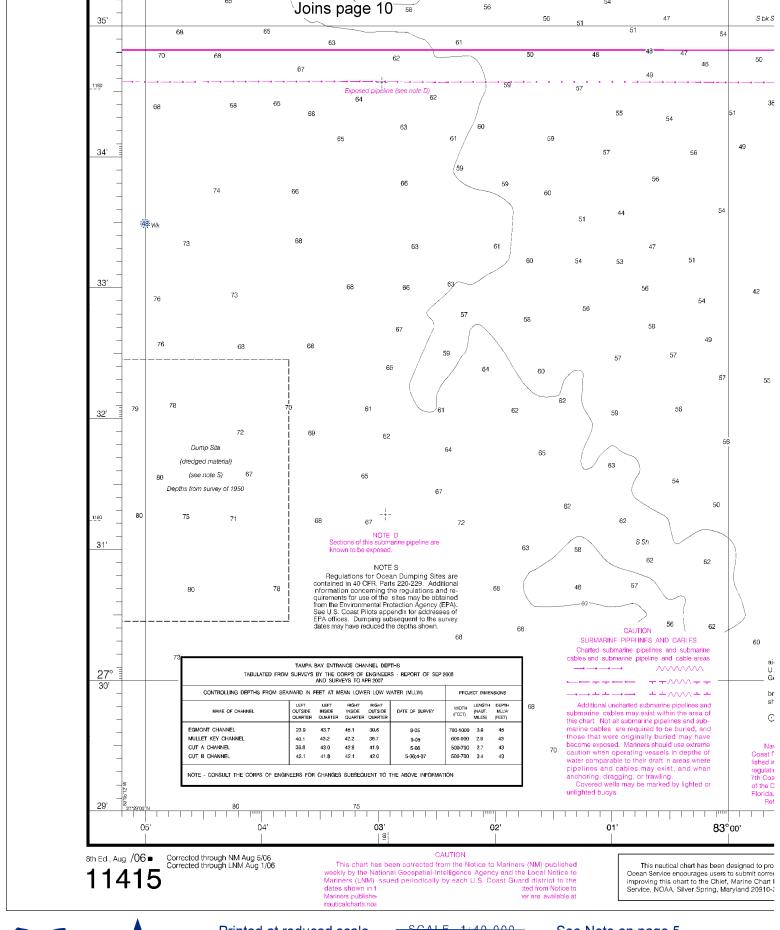




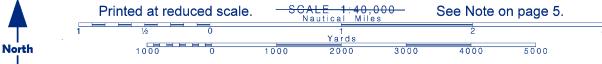


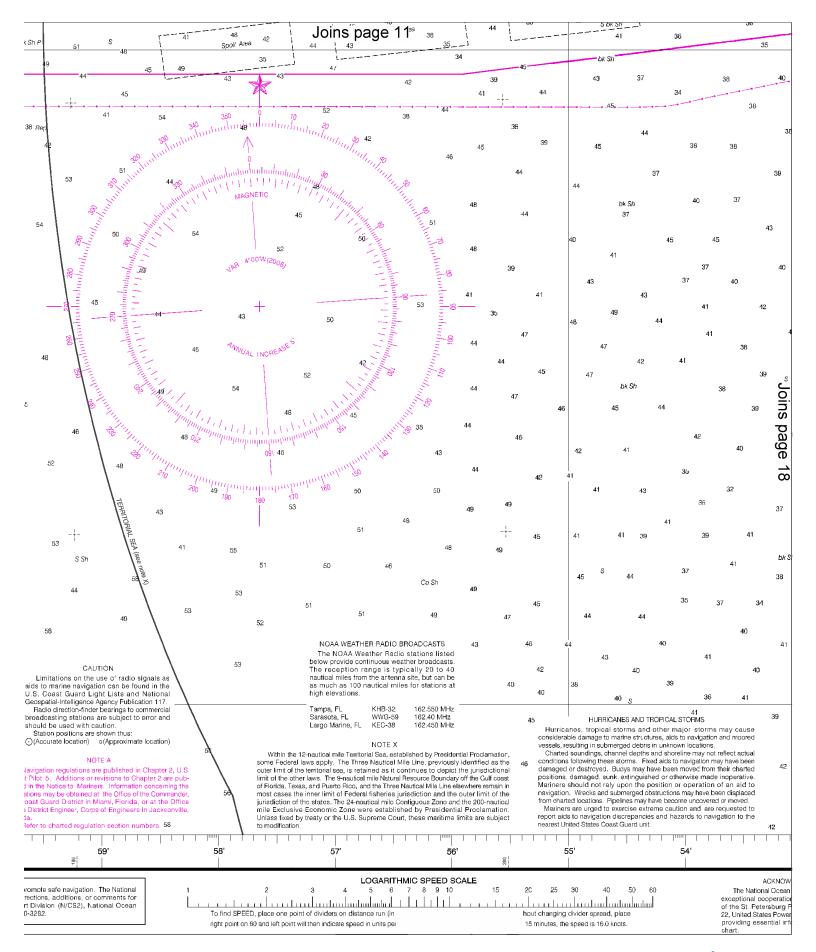


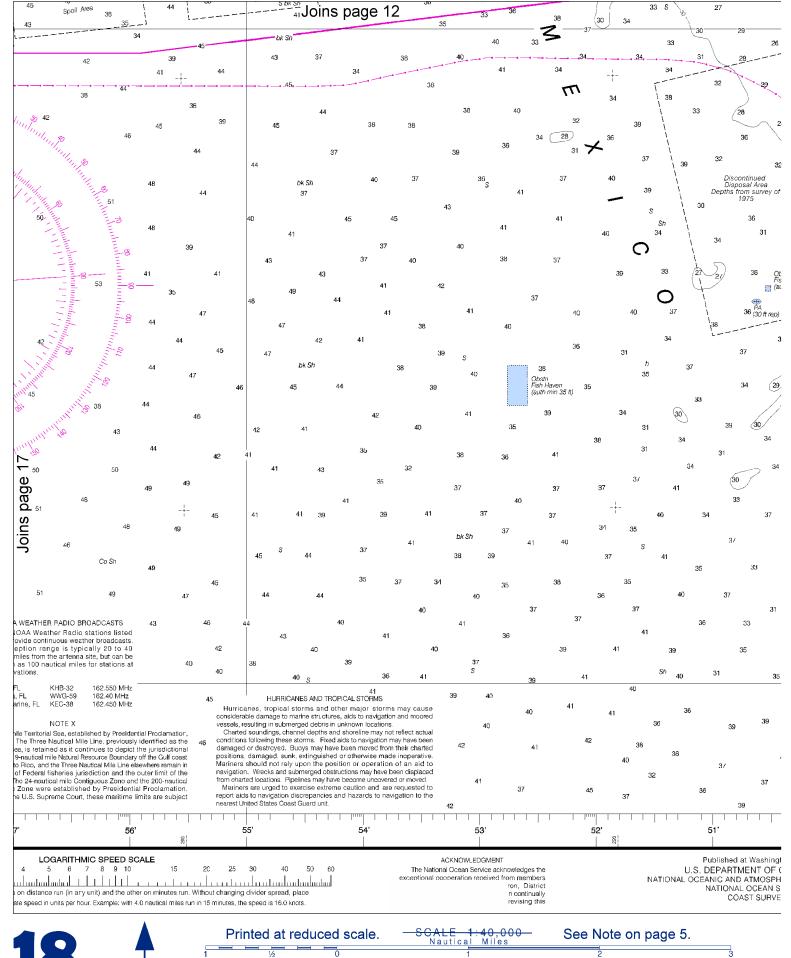




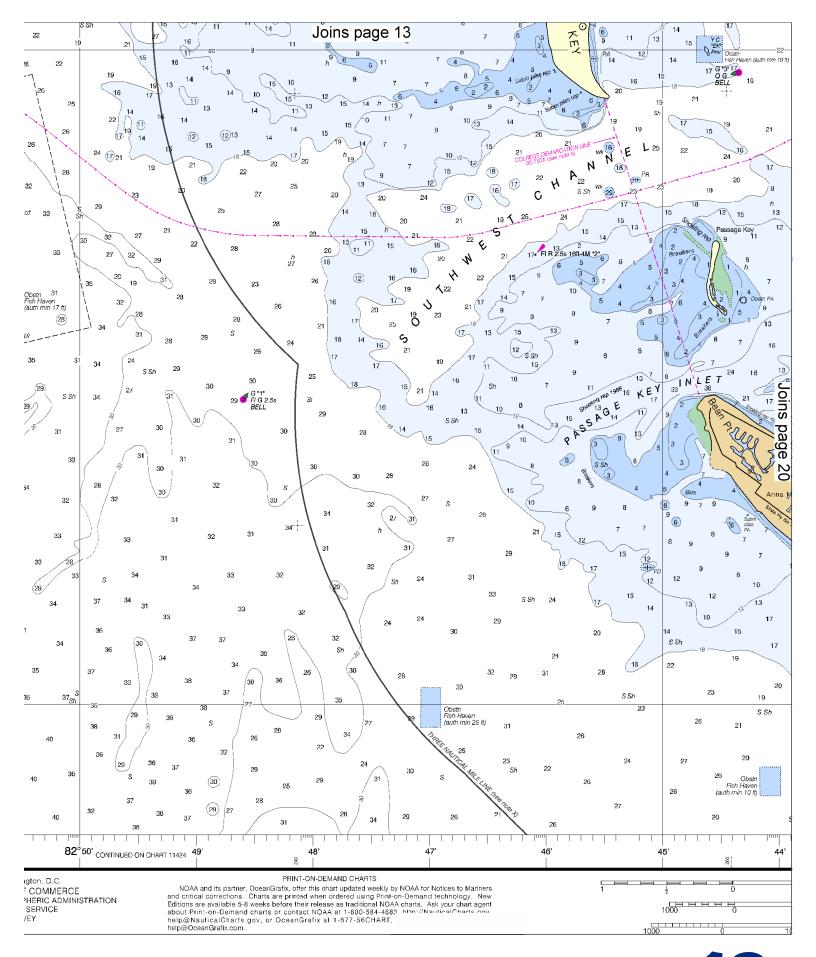


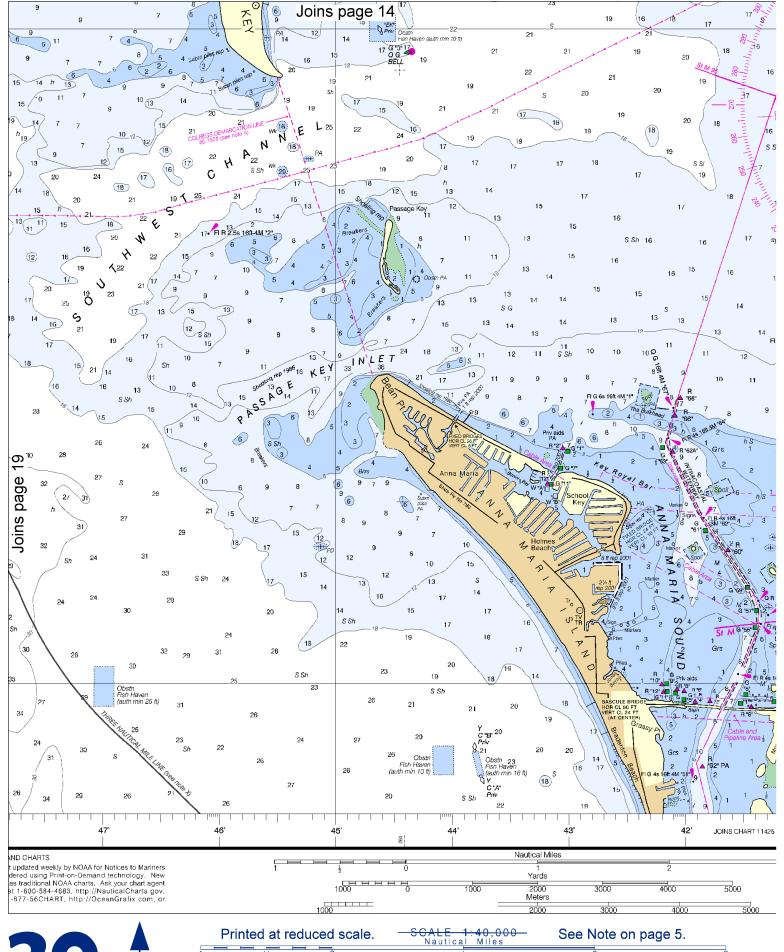






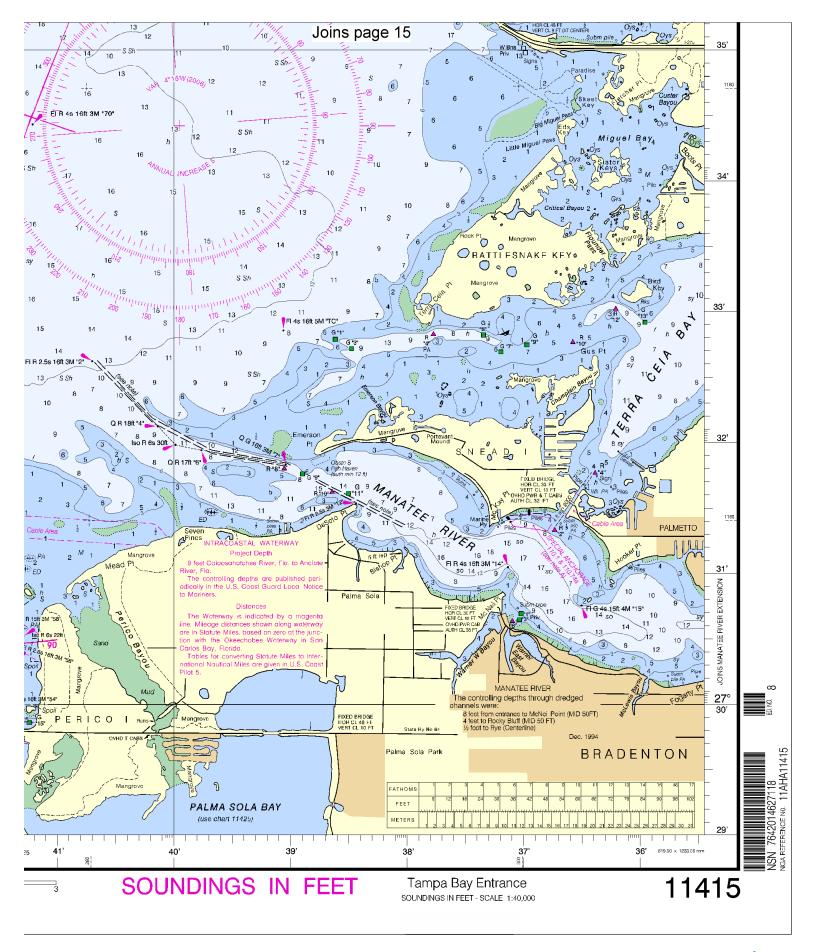












## **EMERGENCY INFORMATION**

#### VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

### Channel 16 – Emergency, distress and safety calls

to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

#### **Distress Call Procedures**

- 1. Make sure radio is on.
- 2. Select Channel 16.
- 3. Press/Hold the transmit button.
- 4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- 6. Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY Call.

#### HAVE ALL PERSONS PUT ON LIFE JACKETS!!

#### **Mobile Phones** – Call 911 for water rescue.

Coast Guard Group St. Petersburg – 727-824-7506 Coast Guard St. Petersburg – 727-824-7670 Coast Guard Sand Key – 727-596-8666 Pinellas County Marine Unit – 727-582-6177 FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

<u>NOAA Weather Radio</u> – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at <a href="https://www.OceanGrafix.com">www.OceanGrafix.com</a>.

## Official Electronic Navigational Charts (NOAA ENCs<sup>®</sup>) – ENCs are digital files of each chart's features and their attributes for use

ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

## Official Raster Navigational Charts (NOAA RNCs<sup>™</sup>) –

RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official BookletCharts<sup>™</sup> – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts<sup>TM</sup> – PocketCharts<sup>TM</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at <a href="https://www.NauticalCharts.NOAA.gov">www.NauticalCharts.NOAA.gov</a>.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <a href="http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm">http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm</a>.

Internet Sites: <a href="https://www.Noa.gov">www.Noa.gov</a>, <a href="